



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

April 96

Pete's Place

The plans for the Nationals are progressing. The powers assure me that there will be new cages by NATS time and those of us who are not vertically challenged will be able to fit in them upright! The only question according to Gary Hover is that there may not be a rigging outfit in Muncie with large enough equipment to move them into place! I understand that they will be "sturdy".

There will be a gathering of eagles on the weekend of July 6 with some of the icons of our hobby present for the celebration. They plan to fly old free flight, U-Control and R/C on the site.

Nats volunteers

I have had some volunteers for the various on course work positions but there are still plenty of openings. Just to refresh your memory. We will fill all the work positions that have not been filled by volunteers by lottery after the advance registration ends on May 20. As an incentive to volunteer early we are offering \$10.00 toward lunch at the concession stand. In addition to that, we are offering a line pass which will get you ahead of any contestant at the Sunday registration who doesn't have one. If there is some medical reason why you can't work on the course but you would still like to come to the NATS and compete please don't hesitate to give me a call at 860.673.7883 and we will work something out.

Rules procedures

As some of you may know there is movement at AMA HQ to change the rules procedure. It started with a meeting in Nov. of the Contest Board Chairpersons to edit the existing document. That result was tabled by the Exec board and a revision of the revision sent to the Contest Board members just recently for comment with the advice that it had already been accepted by the Chairpersons (I hate that term, it sounds as bad as

peoplehole covers). This sounds to me like the Exec Council may pass it this next time and we will be stuck with a *three* year rules cycle without a substantive improvement. We need the improvement.

As you may know Rick Moreland wrote an urgent proposal to keep the scale aspect of QM40 from deteriorating past the point where it could be fixed. This was a situation which the majority of the Contest Board thought needed to be addressed even if we didn't agree on exactly how to do it. HQ rejected the proposal in a flagrant abuse of power. I wrote and told them I was personally against the three year cycle. I strongly suggest that you talk with your Contest Board representative and AMA VP because there has to be a better way. As some of you may know the pattern SIG NSRCA does it a different way. They publish prospective rules in their paper and debate them there. When the words are satisfactory then the proposal is sent to AMA. I think we can do even better than that and I believe we should start now with a Band-Aid for the present system. Here it is.

One of the biggest problems in our rule making, aside from HQ, is the gap between ideas and words used to express them. Since the AMA rules process doesn't allow amendment of rule proposals once they have been circulated, we're often "stuck" with whatever the proposer jotted down on the form the night before the submission deadline. If it later turns out to contain a loophole or ambiguity, the Contest Board either holds their noses and votes for it anyway, hoping it will do more harm than good or lets the idea die until the next rules cycle.

A better way !

I'm suggesting that we establish a word smith we could call our "rules coordinator" who would work with a rules proposer to clarify language, avoid loopholes, catch conflicts with existing rules or other pending proposals and act as devil's advocate to identify possible objections. This process

would be optional, but it could provide real benefits to NMPRA. For example: AMA only accepts proposals for a couple of months every two years. Our coordinator would accept, review and improve proposals on a full time basis. This has to make a better product. Last cycle we had five different proposals dealing with propellers in Q500 and QM40. Sorting them out was a hassle because several of them had elements in common, some applied to one or the other event and some applied to both events, etc. The coordinator could alert members to each others' proposals and get them working together so proposals didn't overlap and conflict. Since his would be an ongoing activity we would have a longer lead time for discussion. Proposals would be published in our paper so members would have plenty of time for discussion which the AMA schedule didn't allow. Finally, if the proposal came from NMPRA, contest board

DUES ARE DUE
If the year 1996
doesn't appear
on your mailing
label, this will be
your last issue of
High Perform-
ance. Mail your
dues to Dave
Doyle now to
maintain your
membership.

FEEDBACK



Hank's Helpful Hints

I prefer to build using two wing incidence meters. Usually, I leave the meter portion off, and just use the stands. Incidentally, when you do use the meter portion, ignore the needle and use the bubble level instead... it's more accurate.

When joining wing halves (after shaping LE and TE), I'll mount the stands to the wing panel near the wing tips. Working on a very flat surface, I join the two wing roots together and shim up the stands until I get the correct amount of incidence. Glue together with a little epoxy and return to your flat surface to cure. This will ensure that the tips are properly aligned, which is more important than if the root is aligned. It also will indicate major boobos, such as wash-in on one panel and wash-out on the other. This problem isn't apparent when just holding the two panels together with your hands.

The other way I'll use the two stands is when mounting the stabilizer. Mount the wing to the fuselage. Attach the stands to the wing on either side of the fuselage. Place this assembly on your very flat surface. Fix

a felt pen in an adjustable holder or stand which can reach to the height which you want to attach your stabilizer. Slide the stand and pen along the flat surface, with the pen drawing on the fuselage. Do the other side. Place the stand on some 3/16th scrap, and draw the upper lines, again on both sides. Voila. You have two lines, which are exactly at 0 degrees to the wing, in both axis. All this without having to zero your work surface (yet), or zero the airplane. When it comes time to actually mount your tail, zero the flat surface, mount the stabilizer, check them both by resting the meter portion on them and adjusting the stab by sanding or shimming the fuselage until you're happy. Lock it in with a little CA. Make a permanent fillet with epoxy... inside and out.

Hank Kauffmann

members would know the majority of competitors wanted the change even if the Contest Board members didn't care enough to belong to NMPRA.

We have a volunteer in Duane Gall, who has agreed to act as NMPRA's first rules coordinator. This is what he does for a living as an attorney and legislative draftsman for the Colorado General Assembly. He is a racer and represents AMA District 9 on the R/C Contest Board. You don't need a form and you don't need to agonize over the words. Send him your idea and the result you are trying to achieve and he will work with you to get the best possible document. It will be your rules change proposal when it gets submitted but it will carry the weight of NMPRA endorsement. Duane's address is 14157 W. Cornell Ave., Lakewood, CO 80228 (Don't put any disks he sends you into your computer without examination. I put the one he sent me with some of these ideas on it into a friend's machine and it wouldn't give it back! Turns out some little

piece of sheet metal was bent. If it wasn't before, it sure was after we got through with the butter knife. I hate these things!)



ADVERTISERS
Your ad bill must be paid by the next newsletter due date to continue your ad.

Editor's Request

ARTICLE SUBMISSION
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Best way:
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 Fax (860) 584-1473 (10pt, no justify)
 Modem file transfer (8N1 Y or Z)
 Disk - IBM compatible
 Printed output - monospaced
 Typewriter
 Long hand (worst way)

Call the Editor if you have a problem
 Paul Page (860) 584-9437

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5 x 10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negatives to the Editor (Paul Page) for newsletter. They will be returned.

Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.06 - 10/16/93
421-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	Lyle Larson - 1:07.38 - 4/22/95
422-QM40-Sr	Mick Crawley Jr - 1:09.47 - 6/3/95
422-QM40-Jr	Matt Van Baren - 1:19.20 - 7/13/95
422-QM15-OP	Craig Grunkemeyer -1:10.89 -9/11/93
422-QM15-Sr	no record
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FA1-Op	Richard Verano - 1:03.31 - 11/11/94
428-Q500-Op-2m	Chip Hyde - 0:56.49 - 5/29/94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-OP-2.5m	*Jim Allen - 1:08.35 - 1/?/96
428-Q500-Sr-2.5m	Tony Cuneo - 1:12.38 - 11/11/95
428-Q500-Jr-2.5m	Henson Bartle - 1:17.14 -10/1/95

* applied for AMA Official Record

Travis Flynn wins Formula One season opener

Go to Phoenix in February; stop off at the Pro-Flyers site; enjoy a race with Bill Schonemann as CD aided and supported by his wonderful wife Kathy; and you have the formula for a Formula One race at its best. Great Phoenix weather, (in spite of the gloomy forecasts), excellent officiating, favorable breezes, and lots of great racing seem to be the trade mark of this kick-off racing event and this year was no exception! When the final results were tabulated, 27 entrants from the east, west, the great country of Canada to the north, and various places in between were present, and all made it known they had not just come to sun themselves. Right out of the gate in the first heat Dave Shadel, the teacher, posted a 1:09.70, but Travis Flynn, the pupil, fired back with a 1:08.55, setting the tone for what was to come. This was to be a race with the new kids on the block challenging the establishment and taking no prisoners.

In the third heat, Mike Helsel decided that if Dave wasn't going to do it, he would. Mike looked like he was going to save the honor of the soon to be *over the hill gang*, but forgot the Goddess of pylon racing was a woman who preferred younger men. It didn't surprise anyone when Mike who was in the lead by one point over two youthful upstarts, didn't get off the ground in the last heat. Shades of the Formula One Championship last October when his engine went lean and another young competitor stole the prize right out from under his nose. Now we know the forces that are at work. Mike, Dave, Darrol, David, Lloyd, and the rest of you older, (and we think better) "should have beens", were fighting that fickle female of the racers fate who unfortunately favors younger men. Of course she tweaked Mike's engine just a tad in that crucial heat in the Championship and then came to Phoenix to do her dirty tricks to Mike and those named above. Certainly it was she who loosened Mikes glow plug just enough to keep him on the ground in his last heat. Take heart guys, soon she'll find out the older guys have all the *experience and most of the money*, then the tables will turn.

Now that we've done a little rationalizing, let's give credit where credit is due. This was, I'm told, the first win for Travis and it looks like there will be many more to come. Another "youte", and one we've already heard a lot about in Q500 circles and will probably hear more from in Formula One, is



Travis Flynn stands proud with his caller Jim Shinohara after winning his first major F1 event.

Jim Allen. Jim in this new event to him, ticked off seven straight wins, making himself look like a shoe-in for winner of this race. However, that fateful lady stepped in, rattling Jim's cage in the next three heats and knocked him down into a not so shabby third place finish. Although she obviously had the hots for Travis, she covered her bets by letting Jim hold on to his Fast Time of 1:06.93 scored in the third heat. Congratulations you two. You saw the challenge and grabbed the day.

Some interesting observations. The best of the spirit of racing was exemplified by Lloyd lending his just completed Tony to Stu McAfee who flew it one second faster than Lloyd could manage to fly the Green Pussmobile. Maybe it was because the plane was really as sickly as it looked, or maybe Stu's been learning more than we realized from Lyle. Speaking of Lyle, he found much to his dismay, he could get several flights on a glow plug even with a Formula One. I know it's true because I overheard him tell it to Bob Smith, who I understand wiped out his plane on the starting line just so he could get home early to see his first granddaughter. Bob, I bet it was worth it! Darrol Cady wants us all to know you can still take off even if you do throw your spinner. He didn't take off when he threw his spinner in his first

heat and had a bad hair weekend. Who would have believed we'd see five, yes five entries from Harold Sattler and Roy Andrassy's home base, Canada? It was wonderful to have them here. Keep those numbers growing in Canada, you're doing a great job. Harold's best time of 1:10.41 and his fourth place finish, proves that Canada isn't just a super ski area. There must be some serious racing there as well. Last, but not least, as a testimony to the fact that Formula One is alive and well and racers will go wherever good races are held. Norm Johnson brought his nearly finished "Left Turn Exit"; finished it in his hotel room resulting in his thoroughly epoxying the bedspread to his pillow, soldering a hole in his night table and then turning his towels green and yellow, colors very much like those on his plane. After all this he was able to post a 1:10.21 before "THAT LADY" put him just behind and below another racer at pylon one. Bingo, the lady did it again!

When all was said and done, Travis was *number one* and Jim Allen had the fast time in his first time out. That has to send a message to some of us. Could it be that "Talent usually rises to the top". We know Drew Jerina has the talent when it comes to finishing an airplane, and he proved it once more by winning "Show Dog" for the ump-teteeth time. These folks along with the other top finishers, Mike Helsel in second place, Jim Allen in third place, Harold Sattler in fourth place, and Darrol and Rhonda Cady in fifth place, all received the most beautiful trophies I've ever seen. They were the outstanding work of our CD's wife Kathy Schonemann! These works of art portraying local scenes and flavor, made these winners proud and the envy of the rest of us. Thank you Kathy for your very special effort. That's the spirit that typifies Formula One racing and more especially the spirit that keeps us looking forward so much to coming to Phoenix for this race.

Results			
1	Travis Flynn	1:08.55	15 Mike Sperry 1:15.68
2	Mike Helsel	1:07.09	16 Tim Lime 1:10.25
3	Jim Allen	1:06.93*	17 Don McStay 1:14.83
4	Harold Sattler	1:09.99	18 Russ Tokuka 1:11.02
5	Darrol Cady	1:09.79	19 Dave Shadel 1:08.65
6	Dave Doyle	1:11.72	20 Paul Benezra 1:13.11
7	Lloyd Burnham	1:11.82	21 Pete Reed 1:16.14
8	Stu McAfee	1:09.10	22 Norm Johnson 1:10.21
9	Hank Kauffman	1:16.76	23 Mike DelPonte 1:10.80
10	Roy Andrassy	1:13.45	24 Don Martinson 1:14.31
11	Lyle Larson	1:07.73	25 Drew Jerina 1:07.71
12	Rich Tocci	1:08.76	26 Bob Smith 1:11.64
13	Greg Genge	1:16.82	27 Mel Reed 0:00.00
14	Doug Houston	1:12.48	

They came to Phoenix to have fun in



standing l-r: Jim Allen 3rd and caller Gary Schmidt , Roy Andrassy caller for Harold Sattler 4th, Darrol Cady 5th. kneeling l-r: Jim Shinohara caller for Travis Flynn 1st, Rhonda Cady caller, Mike Helsel 2nd.

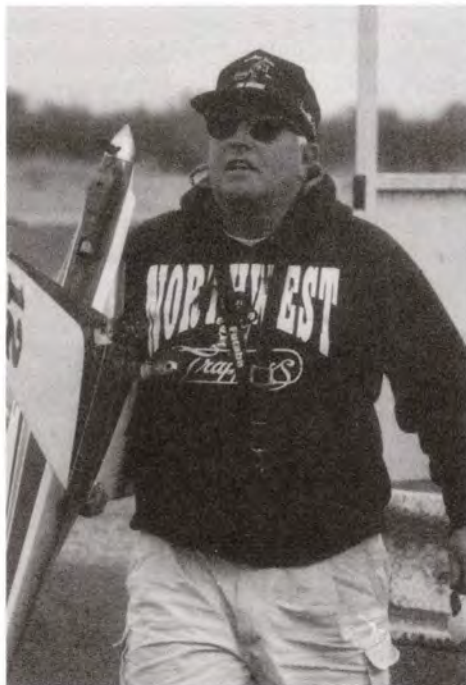


Rookie Jim Allen gets advice from veteran Rich Tocci . . . let's listen in: " Go back home!"

A winner - a cold one - a happy one



Drew Jerina wins another Best of Show Award.



Mike Sperry (Wyoming) comes south to warm up.



Could it be Lyle Larson is all smiles because he's winning. NO! Lyle and Marilyn are planning to get married and move to South Dakota.

the sun, racing at it's best !



Mike Helsel (CA) left, Don McStay (MA) second from left, Russ Tokuka looks on as Bob Smith prepare his Formula 1 for another flight. There were 27 entries this year.

Although Ron Schorr has retired from racing, he is still involved as a CD and advisor to Bob Smith and Mike Helsel.

- a prepared one - a repaired one



Harold Sattler (Canada) has done quite well finishing 4th this year, 3rd last year.



Bob Smith uses some of his fine CA products to repair a wing.

1996 AMA NATIONALS PYLON WORKER MATRIX

	Monday - 8 7am/1pm Form1/Q500a	Tuesday - 9 7am/1pm Q500b/QM	Wednesday -10 7am/1pm Q500a/Form1	Thursday -11 7am/1pm QM/Q500b	Friday -12 7am/1pm FAI/Q500c
Event Director	Cliff Telford John/Teri Dunham	John/Teri Dunham Paul Geders	John/Teri Dunham Cliff Telford	Paul Geders John/Teri Dunham	Cliff Telford John/Teri Dunham
Starter	Rick Morland		Pete Rickard		Pete Rickard
Asst Starter	Kelly Landers		Carl Simms		Carl Simms
Freq Control	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford
Pit Boss	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown
Scoring	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page
#1 Chief Judge	Steve Baker		Kevin Clark		
#1 Judge	Art Edsall		Chaugo Santiago		Vern Smith
#1 Judge	John Fike		Dewey Davenport		Gary Freeman Sr.
#1 Judge	Danny Myer		Mark Jenk		Gary Freeman Sr.
#1 Judge	Terry Till				Jason Shulman
#2 Judge	Bill Hinnant				
#3 Judge	Chip Hyde				
Lap Counter	Jim Wetmore	Matt Geders		Matt Geders	
Lap Counter	John Albritton				
Lap Counter	Charlie Gettier				
Lap Counter	Matthew Gettier				
Fueling	n/a		n/a		
Fueling	n/a		n/a		
Sideline Judge					

Q500 CD's comments:

Contestants will be divided into two flight matrices, Flight A and Flight B.
Determination of flight assignments will be done on Sunday at registration and inspection.
Requested back to backs will be done when ever possible.
Friday there will be a final race with equal participants from each flight to determine final standings.
The total number of flyers from each Flight will be determined based on the five hours allocated.
Qualification will be by total points, then by times to get the top flyers.
WORKERS: Your preferences will be accommodated when possible.
We need workers committed by the close of preregistration (May 20).
Flyers that do not make the final race on Friday will have a tendency to pack up and go home.
We must have enough people willing to stay and work the race.
Friday promises to be one of the fastest and most exciting Q500 race any of us has ever seen.
Each race will need the workers as outlined in the worker matrix.
As you can see each race will require a minimum of 19 volunteers coming from the attendees.
A contribution toward lunch is being considered.



District News



District 1 - Lou Rodriguez

2683 Lin Gate Ct. Pleasanton, CA 94566
(510) 846-6865

Las Vegas hosted a two-day QM40 contest with around 30 entries. It sounds like they had a good turnout with good competition. Richard Verano won this one as I understand. Seems I have heard that name before. No contest report was forwarded to me so I can't provide any more details.

The Formula One season started in Phoenix with 30 entries. I did not receive a review or results from this race either but did find out that Travis Flynn won the contest. This is his first Formula One contest victory. Congratulations Travis.

Dave Ferrell sent me a short write-up and results for Quickie and Quarter Midget at Sacramento on March 2. There were 33 total entries, good weather, and five rounds flown. Dave relayed an incident about picking up a look-alike transmitter to fly with. The transmitter was set up for a V-tail. Dave's airplane is (was) not a V-tail. You can guess the rest.

Sacramento, CA 3/2/96

APRA Quickie

1. Jeremy Bettencourt
2. David Hulse
3. Dale Kral
4. Mike Martinelli
5. Roger Garagedian

428 Novice

1. Bill Clarkson
2. Dale Wright
3. Shawn Everson
4. Larry Murphy
5. Dave Ferrell

428 Advanced

1. Steve Hulse
2. Mickey Crawley
3. Seth Tomblin
4. Joe Zimmerman
5. Fred Burgdorf

QM40

1. Jeff Carpenter
2. Mick Crawley
3. David Wright
4. Fred Burgdorf
5. Archie Snider

Please, please, please send me contest reports. Ask your contest director to send a race report to me and one to the appropriate person to get credit for NMPRA season points. You can ask your CD for a copy of the results for yourself if need be then pass the information on yourself. We know there are some dirty, rotten scoundrels (I mean good guys) who do not yet belong to NMPRA. Take it upon yourself to make copies of the application form at the back of the newsletter and take them to the next contest.

Mark your calendar for the Formula One and Quarter Midget race on May 18 & 19 at Castle Airport near Merced, CA. This con-

test is open to any pilot but will be limited to a combined total of 60 entries. Call Dave Ferrell at (209) 722-0655 or myself if you want an entry form or more info.

Since it is near St. Patrick's Day as I write this, I'll leave you with an old Irish pylon prayer. OK, so what if I made it up?

*May your engine run nicely,
Your takeoff be straight and swift.
A glow plug that lights,
Is such a simple gift.
Give your wings the strength to carry on,
As pylons 'round you go.
Bless your thumbs with a silken touch,
It's that groove thing you know.
Avoid the mid-air at all costs,
The price is so steep.
Points on one hand,
Dollars in pockets deep.
It takes two to tango,
But ten laps to win.
May you pass 'em all,
But control the wide grin.
When the race has ended,
The checkered flag down.
Fuel it again,
You're up the next round.*

*Rychle Vlevo
Lou*

District 2 - Dan Nalley

17010 17th Ave Ct E, Spanaway, WA 98387
(206) 537-1477

Rain! Rain! Rain! - we have had no luck in the months of January or February getting a race to happen in the very damp North-West. Although we keep trying, we have been soaked out time after time. The appearance of ALL of our NW pylon racers at these attempts just goes to prove how anxious everyone is to race. Hopefully the weather will turn good soon. The next scheduled race dates are; March 31st - Boeing Hawks, Kent April 25th - Boeing Hawks, Kent May 4th & 5th - Bremerton - Our 1st 2 day race of the season - please note we will be having our Saturday night banquet at this race - more details to follow!!!

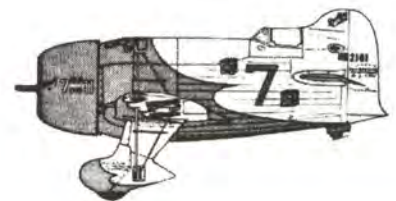
On Saturday February 17th we almost got to race at the Bremerton raceway, but the rain persisted until we had to retreat (drenched) to the covers of our canopies and vehicles. I can not go on without mentioning the tremendous effort put forth by Senor Shane Elliott to humor our attitudes though. While trying to get a plane off for a test flight, his aircraft entered into a circular spin in the takeoff area (radio in plane never turned on!). After several attempts to grab the tail, Shane took off his jacket and began to "bull-fight" his plane. Finally, he got his jacket on the planes front end and stopped the engine. Bear in mind, this process took several minutes to accomplish and as we all watched from the pits it appeared as though Shane was a Spanish Toreador and his plane the angry bull. OLE!!!

On a less happy note, to all who have not heard - our dear friend Don Rice had a massive stroke on February 13th. He was in the hospital for quite some time and has now returned to his home in Issaquah where he is being cared for by his wife and children. Don is still unable to speak or walk, but can understand. He is very much enjoying the cards that are being sent to him, so if you have not sent one - please do! If you need an address, please contact Dan or myself.

Hope to see you all in the sunshine very soon.

Keep it outside the pylons! !

*Patt C. Poinsett
for Dan Nalley*



NEXT ARTICLE

DUE DATE

APRIL 24

Send Formula I race results to Ron Schorr. NO RESULTS—NO POINTS



District News



District 3 - Randy Smith

13 Hawkford Cr NW
Calgary, Alberta, Canada T3G 3G2
(403) 547-1156

Hi all. Not much to report this time around. District 3 had five pilots make the long journey through the snow to Phoenix at the end of February. It looks like we have an entire "flock" of Canadian Geese racing now! Harold Sattler, Roy Andrassy, Doug Houston, Greg Genge, and Hank Kauffman represented the Canadian prairie district well at the Formula One season opener. I am proud to report Harold finished fourth overall with 31 points and a time of 1:09.99. Hank and Roy came 9th and 10th. Greg and Doug finished up 13th and 14th out of a total field of 27 entries. I'd say that's pretty good for not having raced since late September of last year. One of these days when the kids can stay home alone, and the wife finishes university, I'll join the winter migration down to Phoenix myself. You may see some photos of the proud Canadians elsewhere in this issue submitted by Doctor Doolittle himself. Thanks Roy!

A correction should be noted in my last article in High Performance, regarding the dates for the Canadian Pylon Nationals. Note that the dates are tentatively August 8-11 with Quickie standard and expert on the 8th and 9th. Formula One on the 10th and 11th. Due to the heavy interest in Quarter 40 in the USA, some of it is rubbing off on us north of the border. There are a few Napier Mustangs, Nemesis, and Sattler Pole Cats in our district. As a result, if there is enough interest shown in advance registrations, the Nats schedule might accommodate one day of Q40 on Wednesday August 7th. This decision will have to be made sometime in June or early July.

Another important note regarding our Nationals is that some of the high performance Quickie engines will only be allowed in the Expert event. If you intend to compete in Quickie at our Canadian Nats keep in mind that there is a Standard event and an Expert event. Standard will disallow the Nelson, Jett, MVVS, and Edmunds (if there is such an engine) Quickie motors. These motors are head and shoulders above your average sport engine intended for Standard Quickie. Feel free to run them in Expert

which is essentially AMA428. Standard will allow engines such as the Webra Q40, Rossi, Super Tiger, and other popular "sport racing" 40's.

If you are of the computer persuasion, don't forget to check out the Internet web site for the Canadian Nationals at <http://www.autodraft.com/hcrrc.htm>. In the last newsletter I quoted this address incorrectly. My apologies to anyone who may have been trying to find it and received only error messages. Complete event rules and advanced registration are available on-line.

Nifty Racing Tip from District 3:

If you employ the two alligator clip method of lighting your Globee plug, ie. one clip on the center post of the plug and one clip on the needle valve, here's a handy tip that may prevent a no-start on the Formula One line. Using high temp silicone adhesive, attach a dense fiber washer (Spae-naur #W-28F) to the top surface of the Globee plug holder which screws into the head of your engine. This will isolate the alligator clip attached to the plug and prevent it from shorting out on the plug holder or the head itself. Since everything is under your cowl, it's hard to know if you have got a good connection or the clip could move during the initial crank rotations with the starter and cause a short. Try it, it works and it's cheap insurance against a zero.

If you wanna finish first, first you gotta finish.....

Rapid Randy

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005
(606) 586-9418

Well there's not a lot to report this month so I'll keep it short. I received a phone call the other night from Mike Condon. This call was in relation to the outlawing of timing devices designed to help the racer or caller to avoid the break out time in the standard class. It seems that Edmunds Engineering has come up with just such a device, this device is set by the caller, during practice to allow the caller to tell the racer when to turn at the number one pylon after rounding the number three pylon.

Let me assure you timing devices are legal in EXPERT CLASS but, not in the standard class. At least not in District 5.

I've also learned that Edmunds has also developed a new sport class engine like that of Henry Nelson and is priced at around \$325.00, and like the Nelson, these are not for the faint at heart.

Well till the next time racers, build them light - Go fast - and turn left

ZIPPIN KENNY

District 8 - Fog Tanner

PO Box 548, Manvel, TX 77578
(713) 369-3602

Drew retires

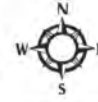
It's a new year and another racing season is quickly approaching. As usual there will be some new faces, new planes and a lot of new adventure. But, this year is going to be quite different. For the past several years we have been fortunate to have Drew Jerina as the District 8 VP. But due to an unfortunate problem during surgery, Drew is no longer able to perform the VP function.

Some of us were fortunate to get to know Drew, have him as a close friend, and understand his love for airplanes and family. Drew's parents were hard working Italian immigrants, who had worked in Italy's only airplane factory, *Aero Wings Oesa Plenty Biplaneoes*. After four decades of extensive testing, AeroWings decided that the monoplane was the way of the future and eliminated the biplane. This eliminated half of their production line, Drew's parents being in that half. But it turned out to be Italy's loss and District 8's gain. After moving to America, Drew's father found the American farmer still had a love for the biplane and quickly found work at *Aero AgCato*, making more biplanes, what else. As a result Drew grew up around airplanes and a large family. This is what started a life long love of flight and family.

After a number of years of working and raising a family, Drew got interested in air racing. This eventually led him into being the District 8 VP. He was able to become proficient at both, but he began to miss his large family upbringing. Being of strong Italian background, Drew has little patience in some areas. His love of family is one of



District News



them. Drew has several sons, but none appeared to be approaching leaving the house much less fatherhood. So, Drew decided to take matters into his own hands and get a vasectomy reversal. He had gotten one about the time he got into air racing.

Anyone who has gone through this operation knows it takes a lot of drive to go through it again. But that is the type of determination that made Drew so good at VP. Drew contacted the doctor who performed the original surgery, who checked him in to Dallas Memorial Hospital. Dan Tips was there for moral support and to drive him home. It was Dan who first noticed a change in Drew after the operation. Drew's memory was distorted and unclear, not normal for this operation. When Dan began discussing the upcoming year, Drew had no idea what he was talking about. Dan explained what he'd been doing for the past several years. Drew was both dismayed and shocked. He told Dan that the racing sounded like fun, he liked the looks of the sleek Formula 1's and he thought he could learn to build and paint them. But, being a district VP was definitely out, assuring Dan that he would never do anything that stupid.

It was after this discussion that Dan began to look into what had happened during the operation. In doing some checking, Dan discovered that Drew's doctor had got his medical degree from *Texas A&M*. Everybody in Texas knows that A&M has one of the finest medical schools in the planet, but it is not for people—they left that to *The University of Texas*. A&M only does animals and they are not that familiar with the human body. It turns out the Aggie idea of a vasectomy is a frontal lobotomy in humans. And, a vasectomy reversal is a, you guessed it, frontal lobotomy reversal. That explained Drew's urge to go air racing after his first operation and why there was no way he would be the VP after the reversal. Beware of Aggies bearing *surgical* instruments.

That was the story I told at the last race of the year at Brazoria at an "emergency pilots meeting" on Sunday. This was before giving Drew a plaque to show some of our appreciation for all his work. Along with this was a handful of cash representing a dollar a second for his fastest time. We also informed Drew that the district was picking up the tab on his transmission repairs. He declined the repair offer, but we threatened

him with severe bodily harm and a real vasectomy—with an Xacto. Drew was towing our racing equipment for the last time when his transmission gave out fifty miles from home. Thanks to Dan and Julie Tips, the equipment got towed to Brazoria. And thanks to a wrecker service Drew got towed home, but he still made the race..no sleep and in his wife's car. Drew has spent several years making sure that the equipment was at the races and never saying anything about the wear it put on his vehicle.

When I was collecting the cash to go with the plaque, Jerry Small suggested the district pick up the repair bill. At a quick pilots meeting, with Jerry distracting Drew by discussing the history of the dirt at our field, we voted unanimously to pay for the transmission repair. It seems that what Drew has done for us means a lot more than a few dollars that we would spend on year end trophies. Racers are a strange breed anyway, the only emotion is normally shown over a race. This was one time where we had a group of racers saying a sincere "**Thank You for all your work**". And a personal thank you from myself. Having had the opportunity to work with you over the last several years, I know that there have been several races that we would not have had without your hard work. I also know a lot of the problems you had to deal with so that the district didn't. Once again from all of us in District 8, **many thanks for a job above and beyond** so we could enjoy racing.

To all of you that voted for me as district VP, thank you. And, I'll get you if it takes me into the next *century*. Drew, you were supposed to talk me out of this, I didn't even get one of those *Aggie vasectomies*. I just got into air racing for the cheap sex and drugs or was it cheap drugs and sex, its been a long time (and I never got either one). Either way it was just to go *race* my plane and have *fun*. The key words are *race* and *fun*, when the racing quits being fun—you normally quit racing. I don't intend to quit, so the only thing to do is have fun and go racing. From the way the schedule is shaping up we will have plenty of races to keep everyone happy. Its going to be up to **us** as a district to keep it *fun*. I intend on doing the best I can to keep my part to agreement to help reach that end.

Fog

Quarter Midget Jerry Salisbury

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I have been told by several Quickie guys, that they would like to try Quarter Forty but they don't know how to build a fiberglass fuselage, how to glass a wing, and don't want to learn to paint. Well, Jerry Small of Small Creations has come up with the perfect solution. It's a Toni that Jerry calls "The Woodie" because it is a balsa box type fuse with a fiberglass nose piece and ABS turtle deck and cheek cowls. It is designed to build just like a Quickie and then glue on the plastic parts to make it look like a Quarter Forty. Jerry sent me one and I have it ready to fly, it came in at 3 lbs. and 8 ounces with a standard battery pack. I was hoping to have it test flown before this report was due, but the weather in North Carolina has not been very cooperative lately to say the least.

When my kit came I was very impressed. I was expecting a set of wing cores, plastic parts, and some plans. What I got was a framed up fuse and the spar had been installed in the wing. There is no reason to get into the building technique here cause most of you guys have your tried and proven methods. This thing builds just like any Quickie you have ever built except it has double tapered wings. The slickest part of this whole thing is the nose piece; Jerry has done some neat engineering here. Both the Nelson and Jett engines backplate mounts snap in place so alignment is set by the nose piece its self. It is impossible to misalign anything. You simply snap in the backplate mount, hold it up to the light and mark the screw holes, then hold the nose to the fuse and mark the firewall holes and your happening. The hardest thing about building the Woodie for me was painting the ABS parts, at 28 degrees outside my spray can paint job wasn't the best in the world yet, it looked good enough at ten feet, so what the hell. After these plastic parts are glued on to your monocoted airframe you have a Quarter Forty. I can't wait to fly the "WOODIE". It looks good, weighs good, and is easy to build.



District News



I saw Ken Howell fly one at the Tangerine and he said it flew great and it looked like it did.

The best part of the "Woodie" is that Mike DelPonte of ReVlution fame is going to kit this Toni. It will come with the wing cores sheeted but not joined and the fuse jig built for only \$165. This makes this it about a three weekend airplane for me to build, or 45 minutes for Lyle.

I spoke to Jerry last night and he has another QM40 kit in the works. It is a 1920 Curtiss-Cox "Texas Wildcat", a high wing different looking thing to say the least. It will be kitted by Norm Johnson of "Wing-It: ...more later.

I got a call from Chago in Dayton, Ohio the other night. He is working with Don Stackhouse of B.J. Aerotec, on a new Spitfire QM40 kit. It will be a composite wing and fiberglass fuse with firewall and motor mount installed. Don is a glider guy and an airfoil expert so this should be interesting. For more info call Don at 513.890.0516.

Well that about does it for this month, but remember the Championship race on September 14-15 at the Weak Signal field with Wayne Yeager as CD. Flyers will go out soon, so make plans now. I will try to have a listing of the QM40 race season next month. Winter is ending so work on that inventory.

*See Ya
Jerry*

Quickie 500 - Cliff Telford

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1996 Points

In the December newsletter comments were solicited from the membership regarding the method used in awarding points in the Q-500 event. To date I have received one letter and one phone call so it is assumed that most everyone is satisfied with the system as is. Therefore, the only change for 1996 is there will be no penalty for four round races. The 10% penalty in effect for the past two years has finally resulted in CDs not purposely scheduling four round races. This was the intended result and the penalty seems to have been effective. By removing the penalty the competitors will receive full credit for points earned in races which are cut off at four rounds because of inclement weather, darkness, or other valid reasons. I hope that the CDs will not revert to purposely scheduling four round races.

Race reports should contain the following information:

1. The site of the race (city, club, etc.)
2. Race date.
3. Type of event (424, 428, district rules, standard, expert, etc.).
4. Number of rounds flown.
5. Name and phone number of the CD.
6. Contestant names from first to last place.
7. Heat points earned for each contestant.

Fast Time for each contestant is not necessary but can be useful information, particularly if records are broken.

In most cases the computer printout of the race results is all that is needed. Results should be reported for each separate event (matrix) flown. Do not try to combine results from two separate events (e.g. standard and expert) if they were not flown in the same matrix.

Contestants should be aware that all CDs are not NMPRA members and may not know that race results should be turned in for points. Although it is the ultimate responsibility of the NMPRA District VPs to report the results of races in their districts, this does not always occur. For example, I have not received a single race report from the NMPRA District 1 VP in the three years that I have been Q-500 points coordinator. Therefore it is up to the contestants to make sure that someone turns in the race results if they wish to receive credit for all of the points they have earned.

NO RACE RESULTS....NO POINTS

Top Twenty

The top twenty list will appear next month. The list will include only those who have paid NMPRA dues for 1996, so join now to retain the points you may have earned since October 1, 1995

Cliff

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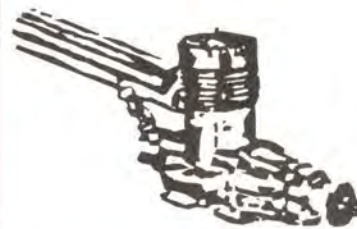
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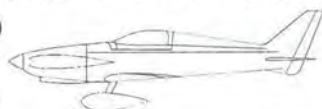
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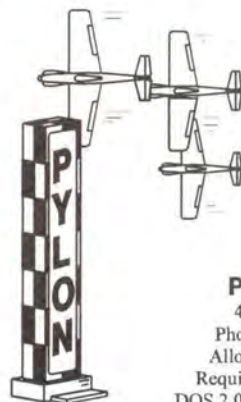
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6.5 X 5.5	3	3.95	8.75 X 7.5	5	3.95	8.75 X 8.0	5	3.95
6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	9.5 X 7.5N	5	3.95
8 X 5	4	1.79	8.75 X 8.5W	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 5	4	3.95	8.75 X 8.75	5	3.95	9.5 X 8.5N	5	3.95
8.5 X 5.5	4	3.95	8.75 X 8.75NN	5	3.95	9 X 6.5	5	3.95
8.5 X 6.5	5	3.95	8.75 X 8.75W	5	3.95	9 X 7.5	5	3.95
8.5 X 7.0	5	3.95	8.75 X 9.0NN	5	3.95	9 X 8.5	5	3.95
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
8.5 X 7.5	5	3.95	8.75 X 9.25W	5	3.95	13 X 13.5N	9	7.95

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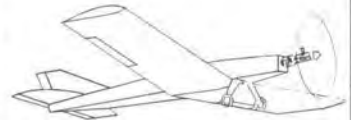
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3/32x3/16	.11	.16
3/32x1/4	.12	.17
3/32x3/8	.13	.20
3/32x1/2	.17	.22
3/32x3/4	.25	.33
1/8	38"	48"
1/8x1/8	.09	.12
1/8x3/16	.11	.15
1/8x1/4	.12	.17
1/8x3/8	.13	.19
1/8x1/2	.17	.24
1/8x3/4	.27	.36
3/16	36"	48"
3/16x3/16	.12	.18
3/16x1/4	.16	.26
3/16x3/8	.18	.26
3/16x1/2	.22	.31
3/16x3/4	.30	.42
1/4	36"	48"
1/4x1/4	.19	.26
1/4x3/8	.23	.29
1/4x1/2	.25	.35
1/4x3/4	.36	.50
3/8	36"	48"
3/8x3/8	.30	.39
3/8x1/2	.35	.49
3/8x3/4	.46	.58
1/2	36"	48"
1/2x1/2	.42	.55
1/2x3/4	.52	.70
3/4	36"	48"
3/4x3/4	.72	.96
3/4x1	.83	1.04
BALSA WOOD SHEETS		
1 INCH	36"	48"
1/16x1	.29	.39
3/32x1	.32	.43
1x1	.35	.47
3/16x1	.37	.52
1/4x1	.42	.57
3/8x1	.54	.73
1/2x1	.65	.89

3/4x1	.80	1.03
2 INCH	36"	48"
1/16x2	.33	.44
3/32x2	.40	.53
1/8x2	.43	.57
3/16x2	.50	.65
1/4x2	.60	.69
3/8x2	.78	1.05
1/2x2	.95	1.25
3/4x2	1.24	1.62
3 INCH	36"	48"
1/16x3	.39	.53
3/32x3	.47	.60
1/8x3	.57	.75
3/16x3	.68	.90
1/4x3	.85	1.15
3/8x3	1.02	1.50
1/2x3	1.35	2.00
3/4x3	1.95	2.45
4 INCH	36"	48"
1/16x4	.59	.79
3/32x4	.73	.98
1/8x4	.83	1.15
3/16x4	.97	1.35
1/4x4	1.35	1.55
3/8x4	1.85	2.47
1/2x4	2.49	2.90
3/4x4	2.65	3.85
BALSA TRIANGLES 36"		
1/4x1/4	.25	
3/8x3/8	.30	
1/2x1/2	.35	
3/4x3/4	.48	
1x1	.60	
BALSA TRAILING EDGE		
36"	48"	
1/8x1/2	.25	.32
3/16x3/4	.30	.43
1/4x1	.35	.58
5/16x1-1/4	.45	.65
3/8x1-1/2	.49	.77
1/2x2	.79	.92
AILERON STOCK		
36"	48"	
1/4x1	.48	.65
1/4x1-1/4	.55	.75
1/4x1-1/2	.62	.87

1/4x2	.68	.95	
5/16x1-1/2	.64	.89	
3/8x2	.72	.99	
3/8x1-1/2	.70	.97	
3/8x2	.79	1.10	
3/8x2-1/2	.89	1.29	
1/2x1-1/2	.90	1.15	
1/2x2	.90	1.25	
BALSA BLOCKS			
6"	12"	18"	
1x2	.35	.55	.75
2x2	.46	.75	1.00
2x3	.59	1.10	1.60
3x3	.93	1.85	2.75
BIRCH PLYWOOD			
12"	24"	48"	
1/64x12	2.35	4.39	8.50
1/32x12	1.80	3.12	6.25
1/16x12	1.80	3.12	6.12
3/32x12	1.94	3.87	7.74
1/8x12	2.13	4.25	8.50
3/16x12	1.57	3.13	6.25
1/4x12	1.57	3.13	6.35
3/8x12	1.90	3.90	8.50
1/2x12	2.25	4.50	9.50
LITE PLYWOOD			
24"	48"		
1/8x6	.90	1.75	
1/8x12	1.75	3.50	
1/4x6	1.38	2.75	
1/4x12	2.75	5.50	
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